CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Asenovgrad (10 April 1952)

1. As enough airfield is 1,000 meters long and includes three hangars each capable of housing 12 airplanes. Frequently night flights of two or three planes are held here.

Atanasovo-Burgas Area (6 August 1952)

- 2. A sketch included as Appendix A on page 17, shows the area around Burgas and Atanasovo as well as the approximate location and schematic plan of the installations at the airfield used by TABSO (Transportno Aviatsonno Bulgaro-Suvetsko Obshtestvo; Bulgaro-Soviet Air Transportation Company).
- 3. This field is for civilian and military use. The military portion of the field is shown at position five on the sketch mentioned in Para. 2 above. On 6 August 1952, thirteen fighter planes were parked in front of the six buildings at this field.
- 4. This field is approximately 2,000 x 1,500 meters in size, has no hard-surface runway, and is entirely covered with grass. The field is higher on the southwest side than it is on the northeast side.

Balchik

Early March 1952

5. It is difficult to obtain information on Balchik airfield because it is in a restricted zone. However, judging from the quantity of material being sent there, a considerable amount of work is being carried out at this airfield. Recently a number of barges unloaded material here coming from the USSR.

25 YEAR RE-REVIEW

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12 March 1952

6. The old landing field of Balchik was located at N 43-26, E 28-11. A new airfield is located at N 43-24, E 28-12. This latter field consists of an area approximately 800 meters square. In November 1952, seven pursuit planes were observed at one date, and 12 were observed at a later date.

Late March 1952

- 7. In 1950, construction was started on the airfield, located northeast of Balchik. This field has a runway two to three kilometers in length, which is not as strong as Dobrich airfield, since it has no foundation of stones, but rather a layer of 15 centimeters of gravel and one of 15 centimeters of concrete.
- 8. The road to Tsarichino (N 43-28, E 28-10), which previously passed 50 meters from the airfield, has been moved further away. Also, the Kavarna-Balchik road has been detoured to follow the coastline. Although work on the runway at Balchik airfield has not been completed, 40-50 airplanes of an unidentified type have been observed there. While Dobrich airfield can be used by all types of aircraft, the field at Balchik is intended for light aircraft.

Bezmer (N 42-29, E 26-23)

Early March 1952

9. Two pursuit squadrons were observed at Bezmer airfield. These planes had previously been based at Graf Ignatiev airfield. Bezmer field does not appear to be ready to handle bombing planes.

Mid-April 1952

10. In late March 1952, six heavy bombing planes arrived at Bezmer coming from Rumania. At the same time 18 bombing planes came from Graf Ignatiev airfield. Shortly before the arrival of the bombers, pursuit planes coming from Yambol also landed at Bezmer. Thus, there are now about 80 planes at Bezmer airfield.

1 July-20 July 1952

Work in concrete has now been completed at Bezmer airfield. At present, hangars are being constructed: three or four have been completed and about 10 others are under construction. Approximately 50 airplanes, including light bombers and fighters, are allegedly based here.

22 July 1952

12. Bezmer airfield is located southwest of the village of Bezmer, at the corner of the roads to Bosadshi (N 42-29, E 26-20) and Bolyarsko (N 42-26, E 26-22), to the north of the railroad. The concrete runway is parallel to the Bezmer-Bosadshi road. The buildings are located between this road and the runway. A broken concrete strip (probably corresponding to the hardstands) was observed along the Bezmer-Bosadshi road. The airfield appears to have been completed. Work is in progress on the hill northwest of Bezmer, possibly for the purpose of installing antiaircraft emplacements. (A sketch showing Bezmer airfield is included as Appendix B on page 18.)

Early August 1952

13. Between 8 and 10 August 1952, forty YAK-9s arrived at Bezmer airfield. At this same date, at least 12 PE-2s, a squadron of Stormoviks, and some YAK-3 training planes (a portion of the cockpit is armored) were observed. No jet airplanes were noted at this airfield. 2

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Botevgrad (22 June 1952)

14. A thorough reconnaissance of the Botevgrad area did not uncover the existence of any airfield in this vicinity.

Bozhurishte (N 42-45, E 23-11) (June 1952)

15. This field is exclusively for military use. This field is too close to the frontier for very much materiel, especially modern materiel, to be found here. Only a few YAK-3s and "R-1" training planes are based here. 3

Burgas

Mid-April 1952

16. Two squadrons, each composed of six old airplanes, (six of them being ARADOS), are assigned to patrolling the coastal area near Burgas.

Late June 1952

- 17. YAK-9s were observed flying in groups of three all along the coastline as far as the Turkish frontier.
- 18. Construction work has started on a new airfield two kilometers east of Ravnets (N 42-31, E 27-15) and four kilometers west of Burgas. At present 5,000 Trudovaks are working at levelling the ground. Trudovak units with the following Podelenie numbers were noted here: 2712, 2714 A, and 2714 B.

6 August 1952

19. On this date, 13 fighter planes were observed at Burgas. 4

Dobrich (Tolbukin)

3 March 1952

20. Two airfields are located in Dobrich. The old one is at N 43-35, E 27-52 and the new one is at N 43-35, E 27-49.

Late March 1952

- 21. Work is continuing on the construction of the airport north of Dobrich, particularly with regard to grading and erecting additional buildings. The concrete runway is three kilometers in length. Underground concrete fuel tanks have also been completed. There are eight concrete hard-stands, four on each side of the runway. At present all buildings have not been completed. A hangar equipped with a basement is under construction. The following buildings can be considered to be completed:
 - a. A large hangar;
 - b. A barracks to be used for sleeping quarters; and
 - c. A radio building, with a concrete basement.
- 22. In late March 1952, between 70 and 80 aircraft were based at this airfield. Furthermore, Soviet military airplanes frequently land here, coming from Rumania and from the USSR.
- 23. The road to Paskalevo (N 43-38, E 27-50), which runs near the airfield, has been closed to circulation and has been rebuilt a little further away. However, surveillance was stricter a few months ago, and a slight relaxation in guarding has been noted.

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Mid-April 1952

- 24. Since the end of March 1952, about 100 aircraft have been observed at Dobrich airfield. The types of aircraft noted were as follows:
 - a. PE-2s:
 - b. YAK-3s; and
 - c. LAs.

Two jet aircraft are also allegedly based at this airfield.

Late April 1952

- 25. Dobrich airfield, located six kilometers from the center of the city, between the roads to Silistra and to Constanta, not far from the station of Istok, includes the following installations:
 - a. A main runway, constructed in 1950, which runs north and south, and is three kilometers long and 80 meters wide;
 - b. A broken-lined taxi-way 20 meters wide and approximately 3,500 meters long;
 - c. Four taxi-strips 20 meters in width, connecting the main runway with the taxi-way; these taxi-strips were completed on 25 September 1951; and
 - d. 21 circular hardstands, each 60 meters in diameter, connected with the main taxi-way, by strips 50 meters long and 20 meters wide. Each hardstand is equipped with 21 anchor-rings set in the form of a triangle (seven on each side).
- 26. The runways and hardstands of Dobrich airfield are constructed as follows:
 - Twenty centimeters of pressed gravel is placed on the ground, previously levelled;
 - b. A layer of tarred paper is added;
 - c. A series of hexagonal concrete blocks each 10 meters square and 20 centimeters thick is then put in place.
- 27. On each side of the runways, a strip of earth 40 meters wide has been levelled and rolled. Furthermore, to the east of this network of runways and taxi-ways, there is a hangar 90 meters long and 80 meters wide. To the southeast, next to this same hangar, there are four steel, sheet-metal fuel tanks three meters in diameter and 10 meters long, placed horizontally and buried two meters into the ground.
- 28. To the northwest of the airfield, on both sides of the road to Silistra, there are three small buildings (two on the right and one on the left), housing the radio, goniometer, and, perhaps, radar installations.
- 29. Southeast of the airfield, on the road to Constanta, there is an observation tower and quarters for officers and the service personnel of the airfield. The barracks of units assigned to the airfield are located south of the field, near the Istok Station. (NOTE: Air personnel designate this railway station as Istok (East), probably because of its geographic position, but the official maps of the Bulgarian Railways refer to it as Tolbukin-North).

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- During the entire summer of 1951, two thousand Trudovaks were employed on the construction of this airfield. The officers and engineers were also members of the Trudovaks and no civilian workers were employed on this construction project. Since the project was declared to be of "national interest" it was completed very rapidly, the Trudovaks working 24 hours a day in two or three shifts. The following is an example of the norms: eight blocks of concrete, 10 meters square, per day, per group of 25 workers. Actually, the average realized by the teams amounted to 16 blocks per day per group. In principle, each man was to work eight hours per day, but he actually often worked 16 hours, since every breakdown of machinery or work stoppage caused by a shortage of materials or water, as well as time spent for meals, were taken out of the workday. Thus, each Trudovak had eight hours per day to eat, sleep, rest, and all the remained of his time was devoted to work. Sunday afternoons were free starting at 2:00 p.m.
- 31. For a sketch of the Dobrich (Tolbukhin) airfield as of late April 1952, see Appendix Coon page 19.

Early August 1952

32. As of this date, Dobrich airfield presents the same general aspect shown in the sketch in Para. 31 above. Approximately 200 aircraft (for the most part PE-2s) were observed at this time. These 200 aircraft included several reconnaissance aircraft and about 30 jets. Approximately 300 Soviets are stationed here and the jet planes allegedly have Soviet crews. 5

Dobroslavtsi (N 42-49, E 23-17)

6 July 1952

- 33. The sirfield near Dobroslavtsi, whose construction had been previously reported, is now in operation. It is located approximately mid-way between the straight line joining Dobroslavtsi (lh kilometers NNW of Sofia) and Kumaritsa (five kilometers southeast of Dobroslavtsi).
- The wind-sock and about 10 buildings lined up along the runway were observed. The runway runs in an east-west direction. Planes were observed landing and taking off. On this date, noncommissioned officers and soldiers of the Bulgarian Air Force were observed at Kumaritsa (N 42-48, E 23-20) and Kurile (N 42-50, E 23-19). A large detachment of Trudovaks is still based at Kumaritsa.

Dolna Mitropoliya (N 43-27, E 24-32) (June 1952)

- 35. A pilot officers school is located at the airfield at Dolna Mitropoliya. 6

 Dolni Dubnik (N 43-24, E 24-25) (4 March 1952)
- 36. A jet airplane base allegedly has been opened at the Dolni Dübnik airfield. 7

 Elkhovo (Early May 1952)
- 37. The airfield near Dobrich (N 42-10, E 26-40), Elkhovo Okoliya, is being reactivated. Military workers wearing Bulgarian Air Force uniforms are working at clearing the field which is watched day and night by guards. As of 10 May 1952, no airplanes were based at this field.

Gorna Oryakhovitsa

Early March 1952

38. The air unit based at this field is commanded by Colonel Pironkov. Approximately 120 aircraft, one-third of which are twin-engine, were observed at this field. Also noted were two Soviet four-engine transport planes. The 4 antiaircraft artillery regiment is located in the vicinity of the airport for the defense of 1t.

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12 July 1952

39. The headquarters of 3 Air Reconnaissance Regiment (Orlek) is located at Gorna Oryakhovitsa. Six squadrons (Yata) composed of 27 airplanes are based here. Two squadrons of three planes per squadron are located at Yambol.

Late July 1952

40. At 3:30 p.m. on 22 July 1952, about six single-engine military aircraft, and at 3:00 p.m. on 31 July 1952, two twin-engine military aircraft, were observed parked at this airfield.

31 July 1952

41. Gorna Oryakhovitsa airfield is located between the Yantra River, the village of Kaltinets (N 43-08, E 25-42), the Gorna Oryakhovitsa-Shumen railroad, and the Gorna Oryakhovitsa-Dolna Oryakhovitsa highway. The field is bordered immediately to the south by the railroad and its entrance is located on this side, approximately 2.5 kilometers east of the Gorna Oryakhovitsa railway station.

13 August 1952

- 42. At this date, two twin-engine aircraft (probably PE-2s), bearing the numbers 82 and 87 were observed. The hangers were filled.
- The main buildings of Gorna Oryakhovitsa airfield, including the control tower, four hangars, and a workshop, are located in the southeastern corner of the field. The field has no hard surface runway and is entirely grass-covered.

20-29 August 1952

44. On 20 August 1952, at 3:30 p.m. one twin-engine aircraft was observed at this field. At 2:30 p.m. on 29 August 1952, seven twin-engine aircraft were observed, four of them covered with tarpaulins. All aircraft observed were small in size. A light bomber unit is probably based at this field.

Graf Ignatiev (N 42-17, E 24-45)

Mid-March 1952

45. Since late summer 1951, twenty small hangars, each capable of housing 4-5 air-planes, have been constructed at Graf Ignatiev airfield. There are now about 50 of these hangars at Graf Ignatiev. It is estimated that 200 airplanes are now based at this field, one-third of which are PE-2 and TU-2 twin-engine planes. Twelve old tri-motors, some with the Red Cross emblem on them, are also based here. Early in December 1951, sixteen jet airplanes were based at Graf Ignatiev airfield, but there are only 10 now. Oun emplacements have been constructed around the field, but no guns have been installed as yet.

Early May 1952

46. On 27 April 1952, twelve 6-engine bombers landed here. Sixteen 6-engine bombers of a different type were already based at this field. On 1 May 1952, an air review

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was held.

1-20 July 1952

- 47. About 20 July 1952, the following aircraft were observed at Graf Ignatiev airfield:
 - a. 80 YAK-95;
 - b. 20 3-engine airplanes;

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25X1

- c. 20 4-engine bombers; and
- d. 24 jets.

Early in July 1952, a number of air exercises were held, particularly night flights with simulated attacks and participation of antiaircraft artillery. As many as 20 searchlights were noted.

48. It has been reported that Bulgarian pilots are given only 15 minutes of fuel, unless they are accompanied by Soviet instructors. Fighter planes, at least one of which with a Soviet pilot, fly over the other planes, which are carrying out air exercises. At least 250 Soviets are based at Graf Ignatiev airfield; most of them are noncommissioned officers commanded by a colonel. Four "Katyushas" were observed in the vicinity of the airfield.

5-6 September 1952

49. At 3:00 p.m. on 5 September and at 5:00 p.m. on 6 September 1952, Graf Ignatiev airfield was empty. The concrete runway is as wide as that of Vrazhdebna and appears to be longer. It runs approximately in a WNW-ESE direction. The buildings are to the south and the field is bordered on the north by a small woods.

Ivanovo (N 41-51, E 25-51) (Early 1951)

- 50. This airfield was constructed during World War II by the Germans who used it as a 4-engine bomber base for planes flying over Greece. It is approximately 3.5 4 kilometers long and 2 2.5 kilometers wide. Abandoned after the end of hostilities, this field was turned into a large meadow. Its control was turned over to the municipality of Ivanovo which takes care of the upkeep of its five hangars and 10 or 12 fuel storage tanks.
- 51. The hangars at this field could each house one bomber. The ground is covered with sand, however, a narrow runway was covered with cement. The fuel depots could house three thousand 200-liter barrels, that is 600 tons of fuel.
- 52. The wooden barracks which housed Bulgarian pilots and air personnel were destroyed and only the foundations remain. Earth was removed from two of the four funeral mounds (said to be tombs of Crusaders) in order to fill in the airfield; however, the tombs themselves were not uncovered. The fields surrounding the airport are cultivated.
- 53. The foundations of the building marked "8" (in the sketch of Ivanovo airfield included as Appendix D on page 20), are located 300 meters from the field, near the first houses of the village of Ivanovo.

Karlovo (June 1952)

54. The headquarters of a fighter regiment which includes 60-70 YAK and IL aircraft is located at this field. About 100 Messerschmitt reserve planes are also based here. 10

Katunitsa (N 42-05, E 24-51) (1-20 July 1952)

55. This airfield is located three kilometers southeast of the city of Plovdiv. At present new hangars and undergound fuel depots are under construction here.

Khaskovo (1-20 July 1952)

56. An airfield is being built at Uzundzhovo (N.41-48, E.25-39) ten kilometers north of Khaskovo. It was not possible to note the exact sixe of this field, but it was estimated to be two kilometers long and one kilometers wide. Unidentified Trudovaks are now working on levelling this ground. No buildings are as yet under construction here.

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Krumovo (N 42-05, E 24-48)

Mid-March 1952

- 57. At this time, 120 planes were observed at this field, as follows:
 - a. 30 training planes;
 - b. 70 single-engine LA-5s and YAKS;
 - c. Several old Messerschmitts; and
 - d. Two jet airplanes.
- 58. A Soviet major, allegedly named Nikolayev, three Soviet junior lieutenants, and several noncommissioned officers were observed at Krumovo airfield. On 16 March 1952, Bulgarian General Stanimirov and Colonel Borachev came to inspect the airport and the tank unit. They then departed for Devlen (sic).
- 59. An unidentified 80-tenk unit. subordinate to Ploydiv. was observed in the vicinity of the airfield.

25X1

Early May 1952

60. About the middle of April 1952, approximately 50 Stormoviks were observed at this field.

8 June 1952

61. The control tower, wind-sock, and the roofs of hangars were clearly observed.

No other airfield is visible between Plovdiv and Asenovgrad and there does not appear to be any airfield in the vicinity of Asenovgrad. 11

Musachevo (6 August 1952)

62. The DOSO (Dobrovolna Organizatsiya za Sudeystvie Otbranata; Voluntary Organization of Defense Assistance) Air Club is located at Musachevo and, according to trust-worthy information, it is only used by gliders and small planes.

Nevrokop

June 1952

63. About three months ago, construction work started at Nevrokop airfield. This consisted in enlarging the field and constructing a concrete runway. The population of Nevrokop was commandeered for this work. The local authorities appealed to the patriotic spirit of the people, explaining that the field was intended to be used to chase planes which flew over Bulgarian territory.

25X1

June-July 1952

64. This field is being reactivated. It is located between Nevrokop and Musomishte (N 41-33, E 23-45), 2.8 kilometers southeast of Nevrokop. 12

Novoseltsi

6 August 1952

65. While travelling by air from Sofia/Vrazhdebna to Plovdiv, shortly after take-off, an airfield was observed just north of the railway line. This field included a small concrete runway and a large building. Three airplanes were parked here and one single-engine planes was on its final approach.

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25X1

5 September 1952

66. This airfield is located in the area between Robertovo (N 42-32, E 23-32), Novoseltsi, and the Sofia-Plovdiv railway. The field is equipped with a rectangle of concrete runways, the base of which, running in an east-west direction, is not more than 800 meters in length. The two sides of the rectangle are connected by a concrete strip, at the end of which there is an unidentified building. 13

Oreshak (N 42-52, E 24-46) (July 1952)

67. An airfield including two hangars is allegedly being built at Oreshak (N 42-52, E 24-46), Troyan Okoliya. The terrain in this area is very rough, except for a strip along the Cherni Ossem River. If this report is correct, the field at Oreshak may be confused with that of Troyan.

Pleven (Early August 1952)

68. A certain amount of air activity was noted at this field where approximately 150 airplanes are based; among these aircraft are YAKS and Stormoviks.

June 1952

69. The jet aircraft center is located at Pleven airfield where MIG-15s are located.

A second airfield for jet aircraft is being constructed here. 14

Plovdiv

Early March 1952

70. Approximately 60 airplanes are based at Plovdiv airfield. Among these, 15 Soviet twin-engine planes and six old German three-engine planes were observed.

Mid-March 1952

71. Very slight air activity was noted at Plovdiv airfield, where about 60 planes are based. A Trudovak unit, _______ strength approximately 300 men, arrived at Plovdiv airfield from Ruse, and worked at levelling the ground around the airfield.

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24 April 1952

72. On the morning of 20 and 24 April 1952, about 40 fighters were observed at Plovd. v airfield. These airplanes departed on the evening of 24 April 1952.

Mid-April 1952

- 73. Approximately 60 aircraft of the following types were observed at Plovdiv airfield:
 - a. Old Stukas;
 - b. Old Stormoviks; and
 - c. About 15 unidentified planes.

8 June 1952

74. At 12:00 noon on 8 June 1952, an LI-2 of TABSO (Transportne Aviatsionne Bulgaro-Suvetske Obshtestvo; Bulgaro-Soviet Air Transport Company) and about 20 small military aircraft were observed at this airfield.

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24 June 1952 - 1 July 1952

75. On this date, four MIG-15s were observed on the parking apron of Plovdiv airfield. This field does not have a concrete runway. Apart from a regularly scheduled TABSO airplane, no air activity was noted above Plovdiv on the morning of 1 July 1952.

6 August 1952		
The following aircraft were observed at Plovdiv ai	rfield:	
a. One JU-52,		
b. 24 fighter planes (probably YAK-3s);		i
c. An unidentified number of planes covered with	tarpaulins	
d. One twin-engine plane (probably a PE-2, or TU-	2); and	
e. Two other unidentified aircraft.		
Plovdiv airfield is not equipped with a hard surfacentirely grass-surfaced.	ce runway. The terrain is	
A sketch showing installations observed at Plovdiv	airfield at this date is	
included as Appendix E on page 21.		
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29 June 1952

- 79. An airfield is located between the village of Polikraishte (N 43-11, E 25-37) and Rositsa River, slightly south of the river. The west side of the field borders on a small woods located 200 meters east of the Turnovo-Byala highway. The following installations are located in this woods:
 - a. Several small buildings;

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25X1

- b. About 12 large tents;
- a radio station;
- d. About 10 fuel tanks; and
- e. A wind-sock, attached to a pole on top of a tree.
- 80. The field is grassy. No concrete runway or lighting facilities were noted here. On 29 June 1952, about 10 military fighter planes were lined up on the western side of the field, east of the small woods.

22 July 1952

81. At 2:30 p.m, on this date, an unidentified aircraft landed at Polikraishte airfield. 16

Provadiya (Barly March 1952)

82. The airfield at Provadiya, located on the other side of the railroad track, is allegedly two by four kilometers in size. Trudovaks were observed working here and the ground has apparently already been levelled. Work was at a standstill during the winter months. 17

Razlog (June 1952)

83. The auxiliary airfield at Razlog is used from time to time.

Resen (22 July 1952)

- 84. At 2:30 p.m. on this date, an unidentified aircraft was observed landing at Resen (N 43-11, E 25-33).
- 85. The existence of this airfield has been reported previously. It is not the same as the airfield at Polikraishte. These two fields are near each other, but differ considerably. At 3:00 p.m. on 22 July 1952, an airplane was observed landing at Polikraishte. A few minutes earlier, another plane had landed at a field located on the eastern side of the village of Resen.

Ruse (Early May 1952)

86. A small landing field is being built at Ribino (formerly Balchik) (sic), near Ruse. 18

Sakhrane (May 1952)

87. The existence of two airfields at Gorna Sakhrane (N 42-39, E 25-13) and at Dolno Sakhrane (N 42-38, E 25-15) has been reported.

Shumen (Early May 1952)

88. The small landing field located near the summer camp of Shumen, is being reactivated.

Sliven (Early May 1952)

89. Late in April 1952, one thousand barrels of aviation gasoline and 200 barrels of motor oil arrived at Sliven. 19

Stara Zagora (26 August 1952)

90. The airfield at Kolyo Ganchevo (N 42-24, E 25-39) was unoccupied at 5:00 p.m. on 26 August 1952, and no planes were flying (the weather was stormy). No activity was noted in the vicinity of this field and no aviators were observed on the road which joins this field to Stara Zagora.

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- 91. The field is at the location shown on the sketch included as Appendix F on page 22. No changes are apparent in the general layout of the field. On the north side of the field there is a small woods, at one corner of which there is a large building probably housing offices. Next to this building, there are four large hangars (two on each side), each approximately 40 x 60 meters in size, with roofs formed of triangular sections. The second hangar, going from north to south, carries the wind-sock.
- 92. Although the road runs along the field on its western side, and no obstacles are in the way, all that may be seen is listed in Para. 91 above. No lighting facilities were noted, nor was there any concrete runway. The other buildings and installations must be further to the interior and east of the small woods. Because of its grassy surface, old hangars, lack of lighting facilities, enclosures, and surveillance, the field of Kolyo Ganchevo appears to be undeveloped. 20

Telish (N 43-20, E 24-16)

Late July 1952

93. At 11:00 a.m. on 22 July 1952, about 6 pursuit planes were observed at the airfield at Telish. At 6:00 p.m. on 31 July, two LA-5s were observed at this field.

31 July 1952

94. Telish airfield does not appear to have a concrete runway. The field is equipped with night lighting facilities consisting of a number of red lights grouped in threes.

20 and 29 August 1952

95. Telish airfield does not have a concrete runway. No planes were located here at 12:00 noon on 20 August or at 6:00 p.m. on 29 August 1952. 21

Varna/Chayka Hydroplane Base (Early 1952)

96. Hangars and workshops for repairing aircraft of the Chayka Hydroplane Base are located on the shore of Lake Varna. Early in 1951, approximately 10 ARADO-type aircraft were housed in these hangars. These planes had been brought here by the Germans for patrolling the coast. Each year, new pilots are trained with these aircraft. (NOTE: With regard to the Chayka Hydroplane Base, it should be noted that this base is allegedly located at Penardzhik, at present called Chayka. This base has no connection with the place known as Chayka which is located northeast of Varna, on the road to Evksinovgrad (N 13-12, E 27-58). 22

Varna/Chayka Area

31 July 1952

- 97. A naval-air base is allegedly located on Varna Lake, formerly Lake Devin, immediately west of the city of Varna. This base is located on the southern shore of the lake, approximately mid-way between the eastern and the western limits of the lake. On the edge of the lake, two large hangars in the form of straight parallelepipeds approximately 20 x 60 meters in sixe, and other miscellaneous buildings were observed.
- 98. At 9:30 on 22 July 1952, a coastal patrol boat was observed in front of these hangars. No hydroplanes were noted at that time. (NOTE: This is undoubtedly the Penardzhik hydroplane base. Because of the layout of the land here, it does not appear possible that there could be an airfield at this location). Krivini airfield cannot logically be confused with the hydroplane base of Penardzhik, any more than it could with the airfield of Topoli. Krivini (formerly Gebech) (N 42-57, E 27-40), is located 34 kilometers southwest of Varna, south of Kamichiya River, and 18 kilometers from the coast.)

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	25X1

- 99. The question of the air infrastructure in the Varna region thus appears to be as follows:
 - a. The civilian airfield of Topoli (N 43-13, E 27-49), has been located;
 - b. The airfield of Sesevme is located south of the canal which connects Varna Lake with the Black Sea, at the western extremity of this canal. Sesevme airfield, located south of Varna at N 43-11, E 27-54, includes one small hangar, is allegedly no longer in operation, and has been replaced by an airfield under construction three kilometers north of the city of Varna.
 - c. The hydroplane base of Penardzhik is located closer to Varna than had been previously thought. On the map this position is marked as Chayka. Therefore, Chayka and Penardzhik are apparently two names for the same place;
 - d. Krivini airfield, if it exists, can only be located at Krivini; and
 - e. A report of August 1947, of unidentified origin, stated that a large airfield is under construction on the plateau north-northeast of Varna. This field may be the one which had been reported under construction in 1940, at a position three kilometers north of the city.

Varna/Chayka Base (25 August 1952)

100. A small single-engine hydroplane was parked on this date in front of one of the two large hangars at Penardzhik hydroplane base. The length of the hangars was estimated to be five times the length of this small plane. The wind-sock is located above the western hangar. Between the two large hangars there are two other hangars whose width is approximately twice that of the plane observed. (NOTE: There is thus no longer any doubt that Chayka and Penardzhik are two names for the same place. It is suggested that use be made of the name Chayka which is Bulgarian and undoubtedly replaced the Turkish name of Penardzhik).

Varna/Tikhina (Early 1952)

101. The airfield of Tikhina (sic) is located near the Chayka hydroplane base, not far from the southern bank of the lake and at the outlet of Devin Canal. This field can only be used in good weather and is equipped only with a wooden shed capable of housing two airplanes.

Varna/Topoli

13 August 1952

- 102. The Varna/Topoli airfield is for civilian use. It has a maximum width of 2,000 meters on its east-west side, and 1,500 meters on its north-south side. The field is entirely grass-covered. In the northwestern corner of the field there is an air terminal, a garage, and a small radio station. This field is primitively equipped.
- 103. Enclosed as Appendix G on page 23 is a sketch showing the approximate location of fields in the Varna area. 23

Vrazhdebna

104. A sketch of Vrazhdebna airfield, made in 1951, is included as Appendix H on page 24.

June 1952

105. This airport is for civilian and military use. The northern part of the field,

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25X

along the road to Kazanluk, is reserved for military aircraft. The only planes observed were old Messerschmitts, Dormiers, etc. used for training purposes. These planes, because of their age, are bound to disappear shortly.

6 June 1952

106. A concrete hangar, approximately 25 x 30 meters in size, is being completed at this airfield. This hangar is located about 200 meters east of the new air terminal building.

13 August 1952

107. A sketch showing the latest installations at Vrazhdebna airfield as of this date is included as Appendix I on page 25.

6 September 1952

- 108. A camp of approximately 12 small tents and a parking area with about 40 trucks, some apparently radio-cars, are located in the military section of Vrazhdebna airfield.
- 109. On this date TABSO airplanes

 parked at Vrazhdebna airfield at 6:00 p.m.:

 The following aircraft were also observed at this time:
 - a. A German twin-engine transport plane,

25X1

- b. A Czhechoslovak airplane
- c. Two "Aeroflot" airplanes. 24

Yambol

Early March 1952

110. Yambol airfield is considered to be an "emergency field".

Early May 1952

111. Early in May 1952, twelve PE-2s arrived at Yambol airfield.

Late June 1952

112. Sixty twin-engine bombers are based at Yambol airfield. Air maneuvers were carried out during the day and night of 15 July 1952 and antiaircraft fire was used.

12 July 1952

- 113. The following units are based at Yambol airfield:
 - a. Two squadrons which came from Gorna Oryakhovitsa;
 - b. Three construction companies (Stroeva Rota) with unit numbers one to three;
 - c. One "Guard" construction company;
 - d. One noncommissioned officers school (K.P.CH.; Kandidat Podofitzerka Shkola) composed of two companies; and
 - e. One service company (Intendantska Rota), composed of two section of 20 men each.

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25X1

- 114. The "Guard" company is composed of men chosen among those in the three regular construction companies. After having completed their classes, a new selection is made of the best among them and those most suitable for becoming specialists, such as plane-assemblers, photographers, armorers, men charged with the upkeep and folding of parachutes; machinegunners, etc. Those men chosen are sent to the noncommissioned officer candidate school. The others return to the regular construction companies for general work at the airport.
- 115. The two squadrons which came to Yambol airfield from Gorna Oryakhovitsa arrived in twin-engine, four-place Focke-Wulf planes, armed with three heavy machine guns (two manned by the pilot and one by the machinegunner), two light machine guns, and bombs up to 20 kilograms in weight. The speed of the plane is 220 kilometers per hour. These planes were disassembled and stored.
- 116. As of this date, 30 PASS planes were based at Yambol airfield; these planes have the following characteristics:
 - a. Fuselage: Very small, constructed in Kazanluk;
 - b. Places: Two;
 - c. Engine: One, "silent", of Czechoslovak construction;
 - d. Speed: 200 kilometers per hour;
 - e. Gas consumption: 200 liters per hour;
 - f. Armament: Four light machine guns; and
 - g. Weight: 1,500 kilograms.

The pilots are not sufficiently trained and only fly with Bulgarian or Soviet instructors.

1-20 July 1952

117. Early in July 1952, there was much activity at Yambol airfield. Ten hangars were observed as well as 30 bombers, several fighter squadrons, and several jet planes. 25

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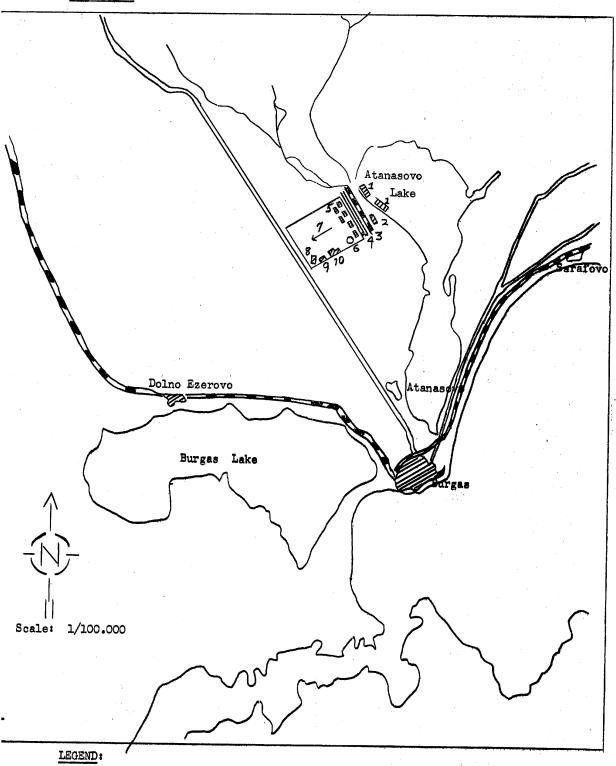
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APPENDIX A

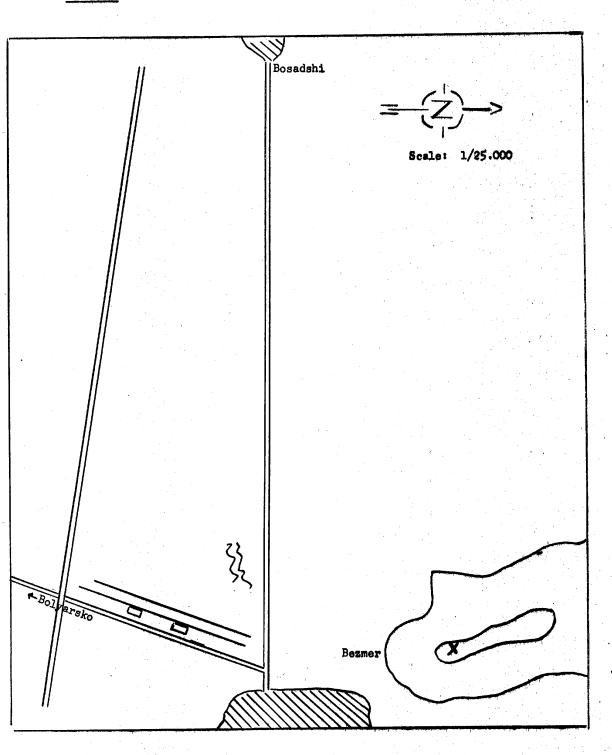


- Squares of red-colored water.
- 2. Factory 3. Railroad

- Highway
 Six buildings (3 completed,
 3 under construction)
- 6. Tents
- Direction of landings
- 8. Radio station
- Restaurants
- 10. Buildings

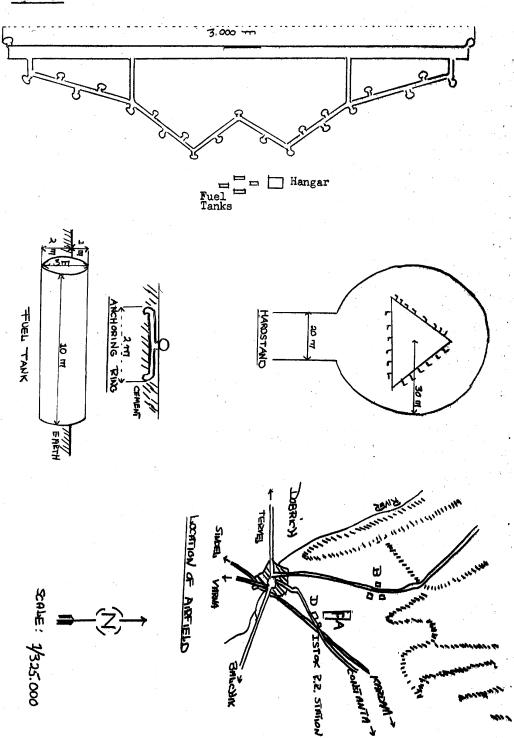
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APPENDIX B



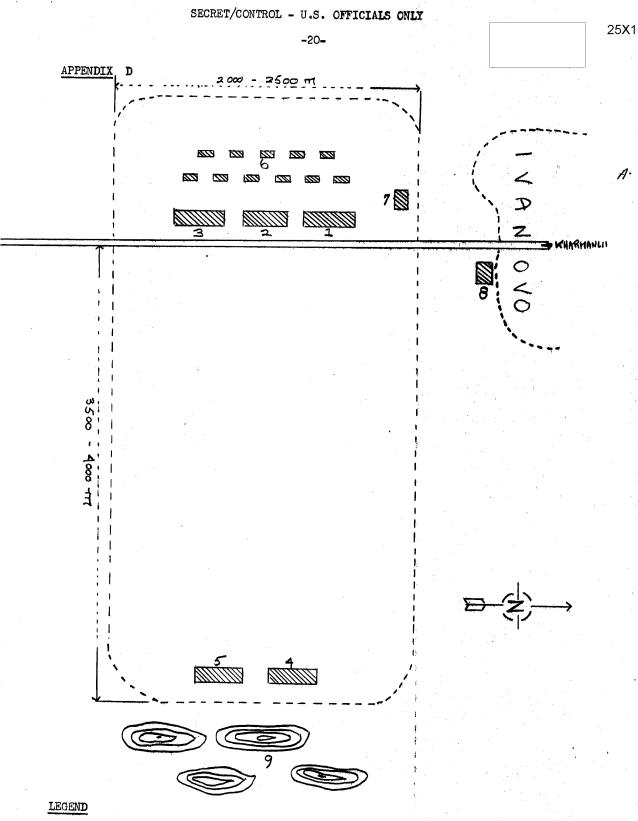
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APPENDIX C

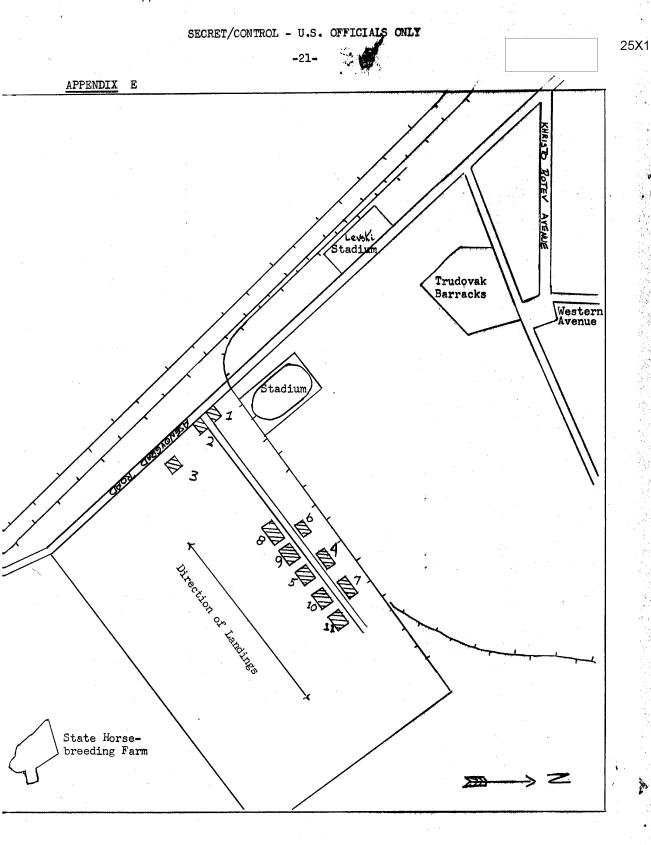


LEGEND

- A. Airfield
 B. Radio Goniometer (radar?) Station
 C. Control Tower Officers Quarters
 D. Barracks



- 1-5. Wood and earth hangars for 4-engine bombers
 6. 10 to 12 hangars for gasoline in barrels
 7. Wooden barracks used by German pilots
 8. Wooden barracks for Bulgarian personnel
 9. Funeral mounds (tombs of Crusaders)



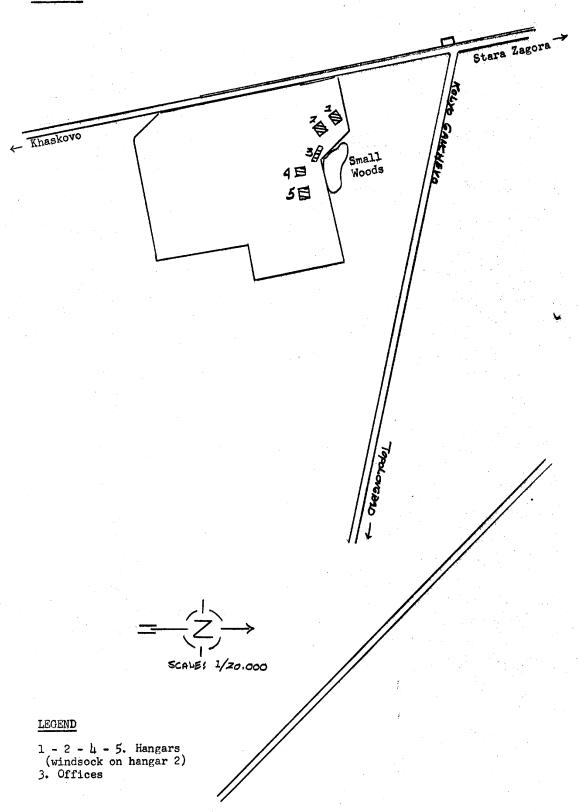
LEGEND

- 1. Guard Post
- 2. TABSO Radio Station
- 3. TABSO Restaurant
- 4. Control Tower
- 5. Work shop
- 6-7. Workshops and Warehouses
- 8-11. Hangars

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25X1

APPENDIX F

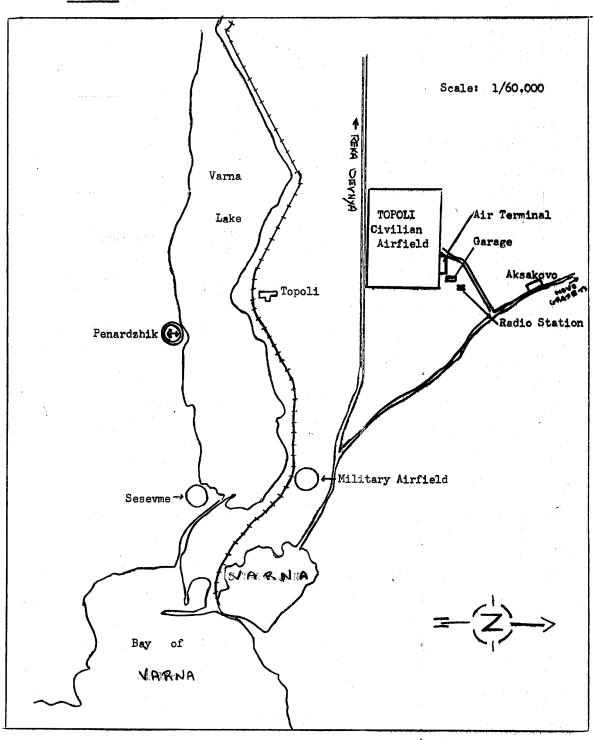


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25X1

APPENDIX G

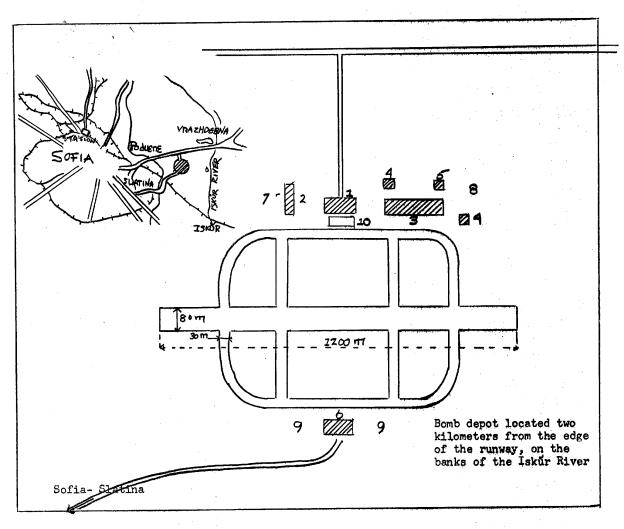


SECRET/CONTROL - U.S. OFFICIALS ONLY

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25X1

APPENDIX H

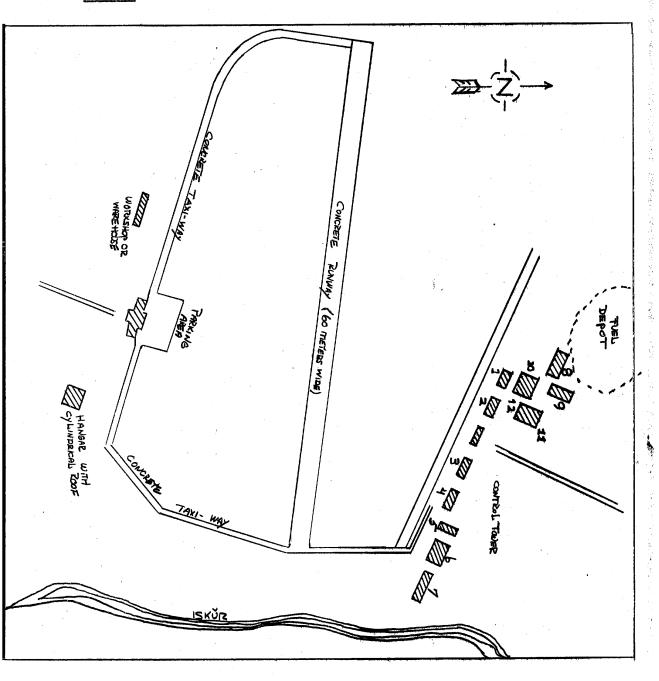


- 1. Headquarters of the military airfield command
- 2. Spare parts depot old planes
- 3. Hangars for new Soviet planes
- Workshops
- 5. Underground fuel reservoirs
- 6. Civilian air terminal, 1 3-story building
- 7. Parking area for old military planes
- 8. Parking area for new Soviet planes
 9. Parking area for civilian planes
- 10. Concrete apron

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25X1

APPENDIX I



LEGEND

: Hangars : Workshops : Military Barracks : Sports Ground